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TUESDAY, OCTOBER 5, 1954.

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China Mail
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COMMENT OF THE DAY

Should The Duke Fly A Jet?

UNDOUBTEDLY the old heads will be shaking with disapproval over the Duke of Edinburgh's determination to fly a jet plane. "It is too dangerous for a member of the Royal Family"—that is the main argument against the idea. But it is absurd to say that flying—any more than motorizing or walking across a street—is dangerous. Each has its element of danger, of course, but unless the pilot, the motorist or the pedestrian takes calculated risks, the danger remains comparatively small. The layman is apt to fear the jet because of its high speed but a piston-engine plane (which the Duke now flies solo) was once regarded as the fastest thing on earth. Is the jet any less safe than a propeller-driven plane? The R.A.F. say "no". In a recent press statement, they also said the accident rate was certainly no higher than that of conventional engine planes. The Cabinet is apparently prepared to allow the Duke to fly with an instructor in a jet plane. But not solo. The Duke is a thoroughly efficient pilot as his instructor's report indicated last year. Technically the ban on the Duke's solo flights in a jet is hard to justify but considering his position as the Queen's consort, it is not an unreasonable request for the Cabinet to make. But no barrier should be put in his way to prevent him from undertaking his jet conversion course.

ONCE, in a fit of youthful exuberance, he might have taken risks, but not since he accepted the responsibilities involved in becoming the Queen's consort. Once, the late King thought he drove his sports car too quickly. The Duke immediately stopped speeding and has since become an ardent campaigner to reduce road accidents. It is typical of him to want to learn to fly a jet plane. Not only is he very keen on all new technical developments, but he likes to know how things work and to puzzle out problems for himself. Also he wears the stripes of an Air Marshal and it would be consistent with his character if he felt that he should do as much as possible to "earn his stripes", to take much more than a passing interest in the service in which he is representing the Queen as the Commander-in-Chief. Whenever he does a thing, he does it properly. There are no half measures. WE admire the Duke for many qualities; for his frank, open manner, his keen, inquiring mind and the drive and energy with which he has approached many national problems. As the husband of the Queen he willingly takes second place to her in all official duties but he is not the kind of man to play the part of a puppet dangling on the end of strings pulled by courtiers. Nor would he want him to be. He is a familiar figure today because his gifts of character have impressed his personality on the consciousness of the nation. He is approved because of his "naturalness", because he is, in the words of one commentator, "one of us". That is what is helping to make the Royal Family so popular today. Also the Duke and the Queen are living much nearer their people all over the Commonwealth than their ancestors did a century ago, and this has done more for the British monarchy than two hundred years of constitutional reforms. The British people will understand the Queen's anxiety for her husband, but they will be pleased to know he is learning to fly a jet plane and that she has such a capable, forward-looking consort.

BIG LONDON DOCK STRIKE SPREADS

7,000 More Workers Walk Out 230 SHIPYARDS NOW AFFECTED

London, Oct. 4. Seven thousand more dockers went on strike at the Port of London today, bringing the total out to more than 18,000 — nearly half the labour in the docks and ship repair yards. There are separate strikes which together are affecting about 230 shipyards. One started as a dispute last week over the unloading of imported meat. This was not serious in itself because Britain is at present eating home killed meat. The imported meat is going into cold storage. But it has developed into a revival of an old dispute over overtime. The dockers maintain overtime should be voluntary and banned it ten months ago.

Ike Hails New Treaty For Europe 'Great Diplomatic Achievement'

Denver, Oct. 4. President Eisenhower today hailed the new Western European defence alliance against Communism as "positively one of the greatest diplomatic achievements of our time." In a statement, the President said the nine-power act providing for rearmament of West Germany and an end to the Allied occupation—would, when ratified by the nations which signed it in London yesterday, "preserve most of the values inherent in the original European Defence Community proposals." The President said: "All of us have reasons to be gratified by the outcome of the London conference. He added that the agreement carried quite great promise of a strengthened and unified, security arrangement among the Western European nations including West Germany, so as to maintain an effective front in the defence of freedom."

THE President said the Secretary of State, Mr. John Foster Dulles, together with the foreign ministers of the other eight nations which approved the defence alliance agreement, "has accomplished what may be one of the greatest diplomatic achievements in Europe of our time because of the potentialities of these agreements for promoting security, prosperity and peace in Europe with the inevitable benefits of such a development on the United States and the rest of the world."

The employers contend it should be compulsory and have refused to discuss other matters until the ban is lifted. Today 7,000 stevedores obeyed their leaders' call of last Friday to strike to force the employers to discuss all outstanding disputes—more than 100 of them—over pay and working conditions. And the overtime ban, it was stated, would be near the bottom of the list. This strike has brought work in the giant "Royal" group of docks—the biggest in London which handles most of the big food shipments—virtually to a standstill.

Work on about 30 of the 37 ships in these docks has stopped completely. About 100 other ships in other docks are waiting to be loaded or unloaded. The other strike, by about 8,000 ship repair workers, followed the dismissal of five electricians "out of turn" two weeks ago. The strikers are demanding that dock proprietors should make it a rule to observe the custom of "last in first out" when anyone has to be dismissed. About 100 ships are affected, Reuters.

Now France Sees Flying Chameleon!

Bar-Le-Duc, France, Oct. 4. A "flying chameleon" in the sky was reported today by inhabitants of Baudignecourt on the Meuse. And a Reprimand In Melun, a French road-worker, who said last Friday evening that he had seen a "flying saucer" in a field near the Coulommiers-Meaux highway near Aisne, was taken before the Coulommiers Magistrate and severely reprimanded. —France-Press.

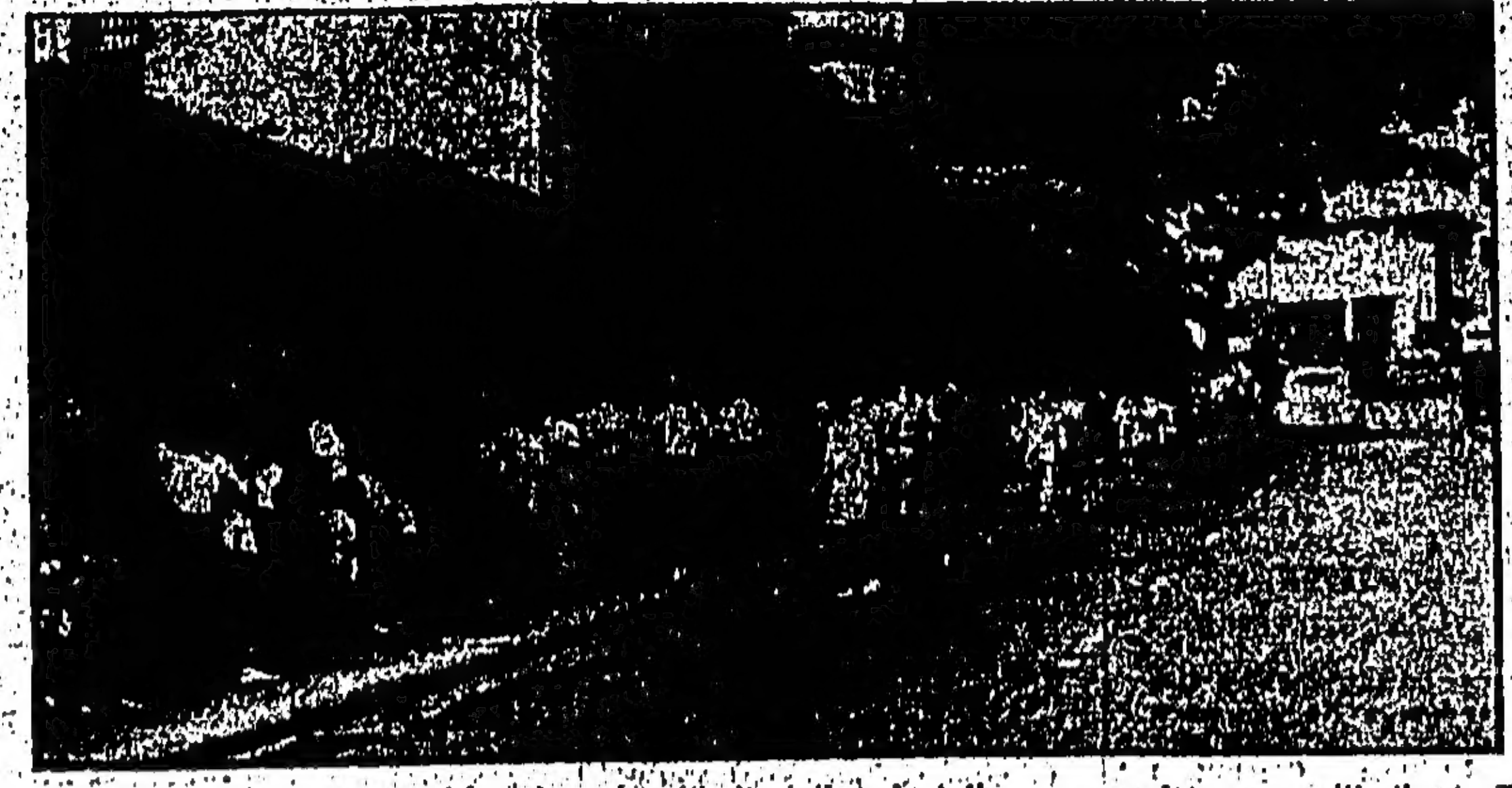
MARILYN MONROE TO SUE FOR DIVORCE

Hollywood, Oct. 4. Marilyn Monroe revealed today she will sue Joe DiMaggio for divorce tomorrow.

"Joe has struck out," her attorney said. Miss Monroe's studio announced she and the former New York Yankee baseball star had agreed on a friendly divorce "because our careers just seemed to get in the way of each other." Then she went to bed at home with a "nervous disorder," leaving her lawyer, Jerry Gleason, to face 40 reporters and photographers who crowded on the front lawn. Gleason made it clear the nine-month marriage was finished. "The break-up is not sudden, but has been brewing for quite some time," she will not seek alimony. "The divorce will be filed in Santa Monica Superior Court tomorrow or Wednesday. The divorce will be innocent, probably mutual consent, based on mutual incompatibility. No property is involved."

For their honeymoon they toured Japan and Korea. Each of them had been married before. Marilyn—christened Norma Jeane—was a bride at the age of 18; her first husband, a fellow actor, Arthur F. Lee, died in 1936. Her marriage lasted 10 months. Joe DiMaggio was married previously to Doris Mendall; an actress, the marriage was dissolved in 1944. "I'm not a divorcee," she said. "I'm a woman who has been married and who is now free to marry again."

The Queue To Scale The Peak



The Peak seems to be this year's favourite for the thousands of observers of the Chung Yung or Double Ninth Festival. At 11 a.m. this morning the Peak Tram, which started its service at 8.30 a.m. and has been running on a stepped-up schedule, was still besieged by a queue, three abreast, with its tail end at the bottom of Garden Road. Today, the commemoration of the 2,000-year-old Festival of Chung Yung according to Chinese legend, bodes no good to the people who fail to scale the peak. Those who observe the tradition, however, will avoid calamity and enjoy good fortune for the rest of the year.

Attempt On World Record Ends In Death

Woman Balloonist's Body Found In North Sea

Copenhagen, Oct. 4. A large balloon plunged into the North Sea off the Danish coast today and later fishermen recovered a French woman's body from its half-submerged gondola. Danish police identified her from her passport as Amante Weber, 44, of Paris. They also found a man's passport which bore the name of M. George Suire of Paris, but this mystery was cleared up later. The balloon, 15 metres (about 16.5 yards) in diameter, contained French instruments. M. Suire told her before she left: "If you pass Calais and are going well you will land in England. But if you fly over Dunkirk, don't hesitate—come down." A balloon's lights were reported seen over Calais at about seven p.m. GMT last night. The balloon was flying high and heading across the channel for England. As a precautionary measure, a lifeboat was sent from Calais but it returned after a four-hour patrol without having seen the balloon. The wind changed suddenly at about 10.30 p.m. GMT, presumably sweeping the balloon off its course and taking it towards Denmark. —Reuters.

Privy Council Appeal By HK Man Fails

London, Oct. 4. The Judicial Committee of the Privy Council in London today refused leave to appeal by Lung Yee Hing, alias Lung Tsai against his conviction for murder last April by the Hong Kong Supreme Court. Lung was one of two men found guilty of murdering a woman named Tam Luk Sum in November last year. Both lost their appeals in Hong Kong. —Reuters.

All-star Cast For Film Of Richard III

London, Oct. 4. Sir Laurence Olivier, leading Shakespearean actor and producer, is to make a film version of "Richard III" in a television, a technique which gives great definition, and which allows a film to be projected on to an enormous screen. Four of Britain's leading film and stage actors will be taking the parts of four knights who will be sharing major screen roles. They will be Sir Laurence Olivier himself as the hunchback Prince, Sir John Gielgud as the Duke of Clarence, Sir Ralph Richardson as the Duke of Buckingham and Sir Cedric Hardwicke as King Edward IV. Other well-known British stars likely to be in the cast will be Alec Clunes, Claire Bloom, Pamela Brown, John Mills, Richard Attenborough, Helen Hayes and Esmond Knight. The original dialogue of the play is being retained but settings and actions will be developed to give full scope to screen adaptation "and the spectacular depth and colour of the production," according to an announcement from the film studio. —China Mail Special.

Pier Angeli Engaged

Hollywood, Oct. 4. Italian actress Pier Angeli and singer Vic Damone announced their surprise engagement today, clinching a two-year friendship that even their public thought was merely casual. The actress was linked with actor Robert Taylor, but was married to a Frenchman, Jean-Claude Peyrierre, who was killed in a plane crash in 1947. —China Mail Special.

New Israeli Move On Suez Canal Blockade

Government Seeks Meeting Of Security Council

New York, Oct. 4. Israel tonight asked for an early meeting of the United Nations Security Council to consider the alleged blockade of Israeli bound shipping in the Suez Canal.

The request for the meeting followed the seizure of the Israeli vessel Bat Galim last week. Egyptian authorities alleged that the vessel had fired on Egyptians on shore south of the Suez Canal. This allegation was denied by Israel. Last Wednesday Israel demanded, in a letter to the President of the Security Council, that the Bat Galim be released forthwith, together with its crew and cargo, in order that it could proceed to Haifa. A meeting of the Council before Friday is unlikely, Israeli sources said.

APPEAL TO RED CROSS

In Tel-Aviv Israel announced she would appeal to the International Red Cross in Switzerland to investigate the conditions under which the captain and crew of the Bat Galim are held by Egypt. The Foreign Ministry announced that it had instructed its Minister in Bern to take up the matter with the International Red Cross. The right-wing Opposition party, Herut, today issued a manifesto calling on the Government to order the Navy to seize any Egyptian merchant vessel "anywhere on the high seas" and hold it until the Bat Galim is released. The party also asked for an emergency session of the Parliament now in recess to debate the Bat Galim incident. —AMERICA'S HELP.

Washington, Oct. 4.

The United States has asked Egypt for information on the case of the Bat Galim, informed sources reported today. The United States is seeking the information to see whether it could be of any assistance to both sides in arranging for the release of the ship and its crew, these sources said. The U.S. deputy Under-Secretary for State, Mr. Murphy in effect told the Israeli Ambassador, Mr. Eban, last week the United States would look into the case, try to ascertain the circumstances as seen by both sides and endeavour to be of assistance if such assistance were welcome to Israel and Egypt, informed sources said.

It was surmised that the United States took action on this promise would be hastening to Israel. On the other hand, informed sources said they had no information to indicate that the United States was seeking anything more than the release of the ship and its crew. They said they doubted that the United States was prepared to make a cause celebre of the case. They saw the U.S. action as something that officials felt both the Israelis and Egyptians would welcome.

WARNING TO EGYPT

Tel-Aviv, Oct. 4. Israel today warned Jordan and Egypt to "end their attacks on the Israeli border population." A Foreign Ministry announcement said Israeli efforts to ease existing tensions had "elicited no response other than further and increased violence." During last month alone, the Ministry alleged, there had been 41 armed incursions and 19 cases of death and attempted death. The Israeli border population had maintained "iron restraint" in the past few weeks. "The anger of the border settlers and their herds will be directed themselves against an enemy, to the perilous threat to their lives and property," the statement said. —Reuters and United Press.

Peter Townsend Wins Horse Race

Brussels, Oct. 4. Captain Peter Townsend, British Air Attache here, won a 30,000 franc flat race for gentlemen riders yesterday. Riding "Pichon", a Belgian owned horse, Group Captain Townsend started favourite at 2 to 1 and won by half a length from a field of six. The race was the Prix Rene Lunden, named after a Belgian count who was killed while serving in the Royal Air Force during the last world war. —China Mail Special.

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KING'S PRINCESS EMPIRE

3 SHOWS TO-DAY

KING'S AT	PRINCESS AT	EMPIRE AT
2.30 P.M.	2.30 P.M.	2.30 P.M.
5.30 P.M.	6.00 P.M.	5.40 P.M.
9.00 P.M.	9.15 P.M.	9.10 P.M.

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THE MOST DARING PICTURE EVER FILMED!

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The Screen Unveils Its Newest Beauty

URSULA THRESS

The Most Beautiful Girl in the World!

LEE GREAT WORLD

AT 2.30, 5.30 & 7.30 P.M.

LAST 3 SHOWS TO-DAY!

When a girl about 18 latches on to a man-about-town... WOW!

DICK POWELL DEBBIE REYNOLDS

"Susan Slept Here"

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Universal International presents

JANE WYMAN

ROCK HUDSON

BARBARA RUSH

LEONIDE DOUGLAS

Magnificent Obsession

TECHNICOLOR

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THE GREAT WORLD THEATRE

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AT 2.30, 5.20, 7.30 & 9.40 P.M.

20th Century-Fox's first production photographed with the newly-perfected Anamorphic camera lenses in

SPENCER TRACY

ROBERT WAGNER

JEAN PETERS

BEAUG WIDMARK

CINEMASCOPE

Broken Lance

Color by DE LUXE

NO CENSORSHIP - TRACY WAGNER PETERS WIDMARK

EDWARD DMYTRYK

SHOWING TO-DAY

MAJESTIC

AT 2.30, 5.20, 7.30 & 9.30 P.M.

WILLIAM HUTTENLOCHER

DAVID DICK

MADE IN HONG KONG

THE MOON IS BENEATH ME

Color by DE LUXE

French Security 'Leaks' Investigation Becoming More Intense

Paris, Oct. 4.

Investigation of France's sensational security "leaks" went into a phase of intensive, but little publicised, interrogation today.

Two former government ministers and a member of the French Parliament were questioned by the Military Examining Magistrate, Major Jean de Resseguier, as investigators sought to get to the bottom of leaks from three meetings of the French Government's National Defence Committee.

Three high ranking civil servants have been charged with acts detrimental to the security of the state and Andre Baranes, a journalist of a left-wing newspaper, has reportedly confessed having acted as an agent for the Communist Party in transmitting records of Defence Committee meetings.

FORMER MINISTERS

Those questioned by the military court today were former Interior Minister and Defence Committee member Pierre-Henri Teitgen, former Minister for Associated States of Indo-China, Edmond Barachin, also an ex-member of the Defence Committee and Radical Socialist member of Parliament, Andre Hugues.

Hugues had provided shelter for Baranes in a country house at a time when the journalist was being sought by the police, though this was not known to him, according to a statement by the Radical Socialist Deputy.

Meanwhile, reliable sources disclosed that a mysterious "Monsieur Charles" reportedly mentioned by Baranes in testimony before the military court, is in reality Alfred Delarue, an escapee from a detention camp, who made a trip to the United States under the assumed name of Charles Carter last year. He was believed to have been sentenced to detention after the liberation of France on charges

of supplying intelligence reports to the enemy. Delarue, believed to be a former police inspector under the German occupation, is being sought by police.

OFFICE SEARCHED

As questioning continued, French counter-intelligence agents searched the offices of the Paris pro-Communist newspaper "Libération" and the home of its director, Emmanuel d'Astier de la Vigerie. Both d'Astier de la Vigerie and Communist Party leader Jacques Duclos have been summoned to testify before the military tribunal and are expected to appear on Wednesday.

Radical-Socialist Deputy Andre Hugues told newsmen, before appearing for a second interrogation this evening that "in the light of recent events, and in particular the searches which took place today, I feel that I had not helped Baranes at the time when he was in danger he would either have been liquidated or would have placed himself under the protection of the American secret service, which he had asked me to contact for him."

The military court was expected to hear testimony in the next few days from former French premier Joseph Laniel and several other former ministers. In addition, Baranes is expected to be confronted with Rene Turpin and Roger Labrousse, two of the high ranking civil servants against whom charges have been made, and various political figures reportedly mentioned by Baranes in testimony.

SPY NETWORK

Meanwhile, National Assembly lobby reports said that Louis Vallon, a non-party Deputy, planned to question the government on the security leaks in order to put certain intelligence networks and action groups established in organizations, parallel with various public administrations.

Late this evening informed sources said that the journalist Baranes had told counter-intelligence agents that for a period of nearly two years he had received 200,000 francs (about US\$750) a month for turning over to police information "doctored" by the French Communist Party. — France-Press.

Paris, Oct. 4.

M. Pierre Mendes-France, the French Prime Minister, told reporters today that the consequences of the French security leakages now being investigated had been "noticeable" at the recent international conference in Geneva, Brussels and London.

He did not elaborate the statement.

The Premier, resting at his home in Louviers, Normandy, after the nine-Power London conference, was being kept closely in touch with developments in the "Diles Affair."

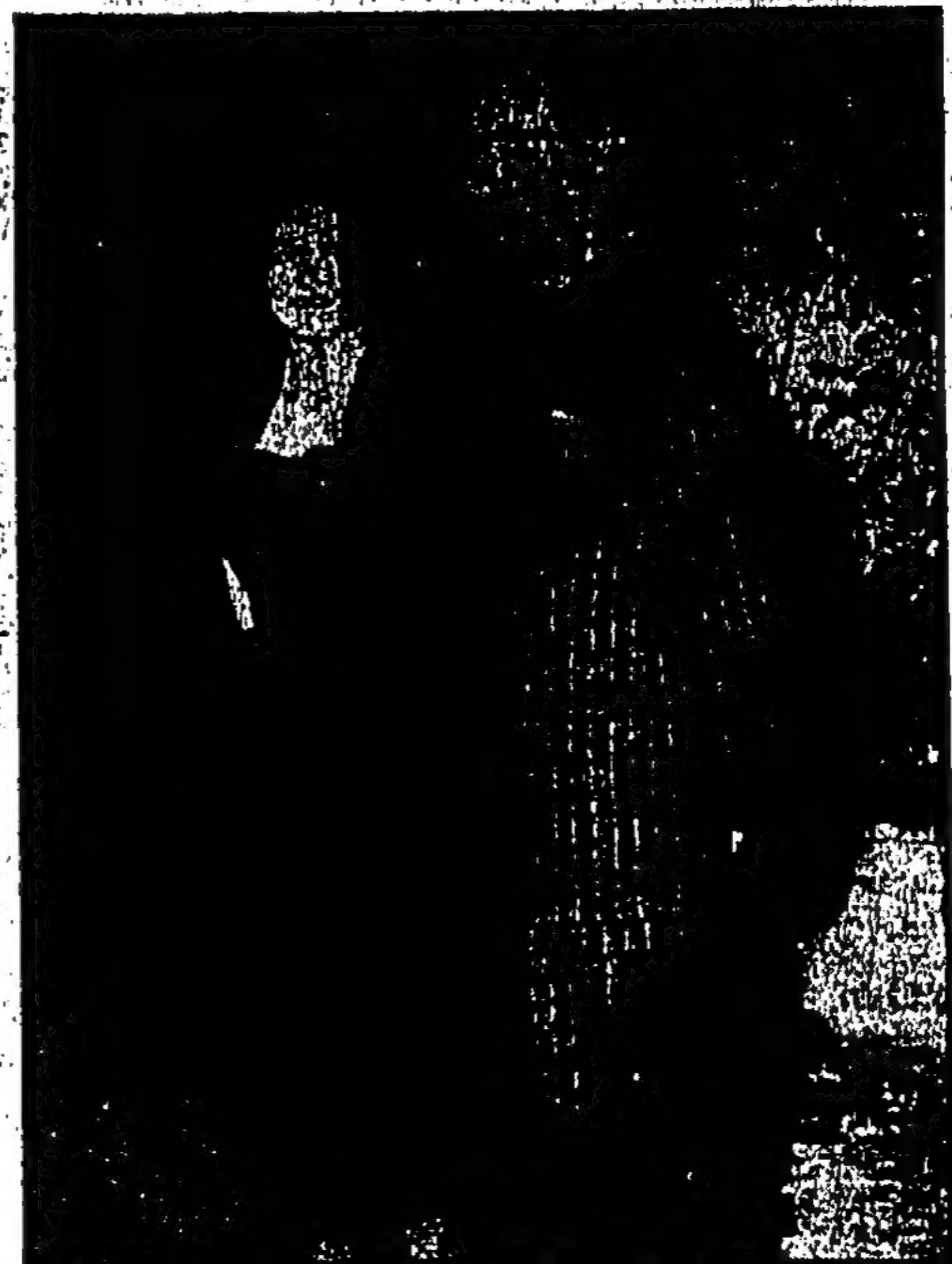
He said if anyone tried to attack the Government on this issue in Parliament, it would be able to retaliate vigorously.

Reports here on Saturday said Communist delegations at the Geneva conference on the Far East earlier this year had secret French military plans in their hands during a crucial stage of the Indo-China peace talks. — Reuter.

Tunisian Leader Released

Monrovia, France, Oct. 4. The Tunisian Nationalist leader Habib Bourguiba left here today after spending the last two months in forced residence here. He thanked his guards at their country exit and said "I will never forget this house (of his new 'dear home') where I had the greatest liberty of the world." — Reuter.

A Royal Romance



A new picture of Princess Maria Pia of Italy and Prince Alexander of Yugoslavia who announced their engagement following the royal tour arranged by King George of Greece. — Central Press Photo.

Kashmir Issue Must Revert To Security Council

Karachi, Oct. 4.

Mohammed Ali, the Pakistan Prime Minister, has informed Mr Nehru, Prime Minister of India, that the question of the future of the State of Jammu and Kashmir must revert to the Security Council for a solution.

He said this was because direct negotiations between the two countries had failed.

This was revealed today in a White Paper on negotiations between the two Prime Ministers on the Kashmir dispute, covering the period from June 1953 to September 1954, published today. In a 20-page foreword, the Pakistan Government said "It is now for the Security Council to take firm and decisive action to settle the dispute. It has continued to poison Indo-Pakistani relations for seven years. Its solution brooks no more delay."

LETTERS REVEALED

It was authoritatively stated tonight that the Kashmir dispute would be

Brigadier To Command C'wealth Force

London, Oct. 5.

The Commonwealth forces remaining in Korea are to be commanded by Brigadier Geoffrey Mussion, who at present holds a War Office appointment, it was announced here today. A War Office announcement said: "As a result of the reduction of the Commonwealth forces which has now started in Korea, it has been decided in conjunction with the other nations concerned that the Commonwealth forces remaining in Korea will be commanded by a Brigadier. The first Commander will be from the United Kingdom, and Brigadier G. R. D. Mussion has been selected for this appointment."

Brigadier Mussion, aged 44, served in World War II, and became commander of the 48th Infantry Brigade in 1944. He was in Austria after the war and after attending the Imperial Defence College went to the War Office in 1952. The present Commander of the Commonwealth forces is Major-General Horatio Murray. — Reuter.

revived in the Security Council after Mr Ali had conferred with his Foreign Minister, Sir Mohammed Zafrullah Khan, head of the Pakistan delegation to the United Nations General Assembly.

The White Paper included 22 letters and four telegrams exchanged between Mr Ali and Mr Nehru. Their aim was to settle "preliminary issues" for the demilitarisation of Jammu and Kashmir, and the appointment of a plebiscite administrator to supervise a fair and impartial plebiscite to determine the state's future.

Main factors contributing to the failure of the negotiations, according to the Pakistan White Paper, were Indian objections to United States military aid for Pakistan and the identity of the plebiscite administrator. Mr Nehru renewed his suggestion for a joint "no war" declaration on the lines of the recent joint declaration between India and the Chinese People's Republic.

Mr Ali's reply was that his country had been consistently willing to subscribe to such a declaration provided it was made effective by assurances that all outstanding disputes between the two countries be referred to arbitration should negotiations and mediation fail, and that both countries abide by the arbitration award.

The White Paper summed up as follows:

SUMMING UP
"When the two Prime Ministers met in Delhi in August, 1953, and at the end of their meeting were able to issue a joint communique, hopes were raised in both countries that a solution of this dispute might at last be found. "The foundation for a settlement that had been said in the communique was, however, gradually undermined by the subsequent Indian attitude. At last, no basis remained for further negotiations, and the Government of Pakistan was left with no alternative but to refer the dispute once again to the Security Council. — Reuter."

LEN'S & ALHAMBRA

SHOWING TO-DAY

KILL HIM!

Pushover

A STORY OF TEMPTATION

FRED MacMURRAY
PHIL CAREY
AND INTRODUCING
KIM NOVAK
A COLUMBIA PICTURE

NEXT CHANGE ! THURSDAY & FRIDAY ONLY "INTIMATE RELATIONS" The Cannes Film Festival Triumph!

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OLIVIA DE HAVILLAND
A SELZBERG INTERNATIONAL PICTURE
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"The Boy From Oklahoma"

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MICHAEL CURTIZ

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A COLUMBIA PICTURE

STAGE CLUB

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THE FLASHING STREAM

By CHARLES MORGAN

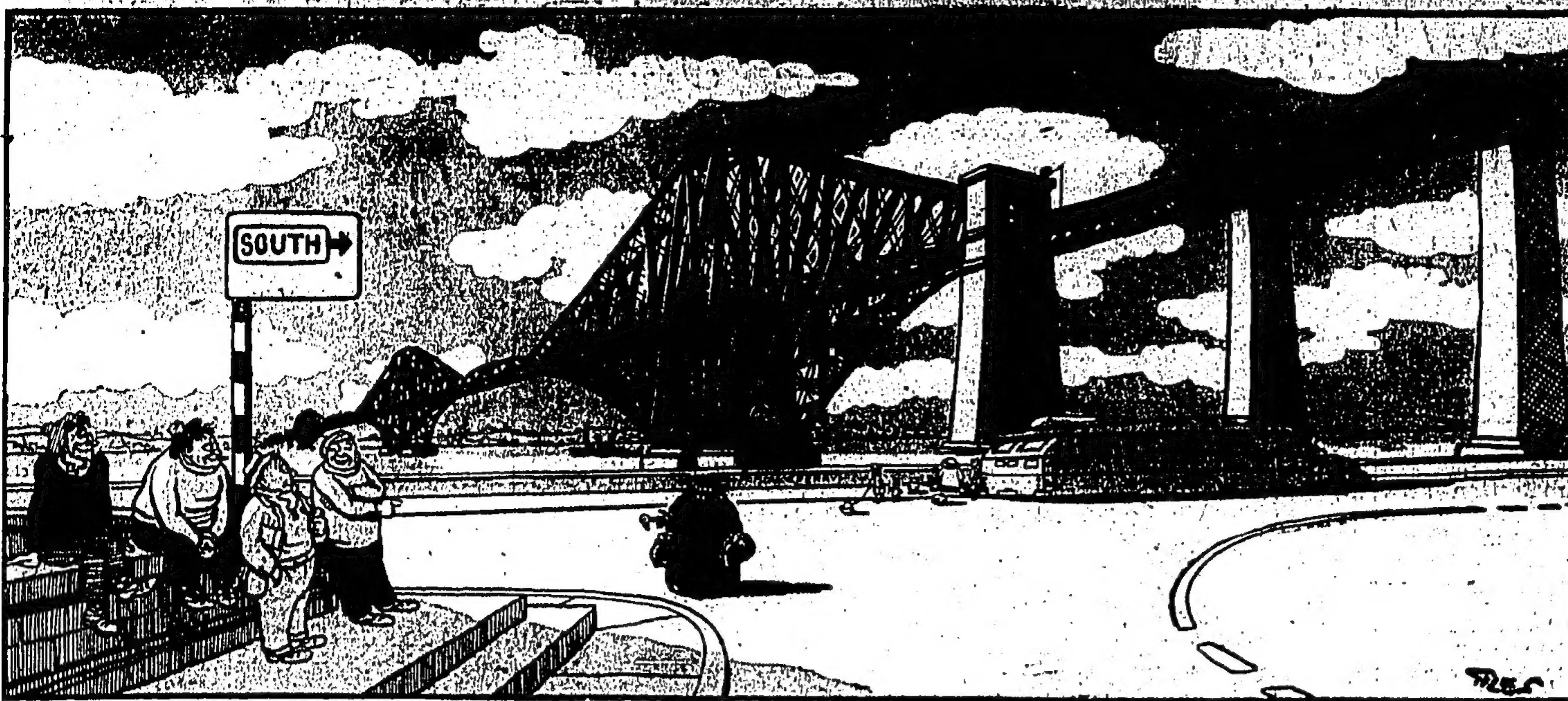
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9 P.M. 7.30 P.M. 9 P.M.

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Copper's Luck

SNOWGEM



"I SEE YOU'RE TAKING THE LOCH NESS MONSTER BACK WITH YOU."

Graham and the family are nearly home from their holiday, in Scotland. London Express Service.

HOW THE STARS BEHAVE—BEFORE THEY GO ON

By JOYCE STEWART

LADY CHURCHILL has it. So has Audrey Hepburn and Jane Wyman and Isabella Cooley (the most beautiful coloured girl in the world).

Their personal magnetism makes people in a crowd stand and stare.

In any profession, the fortunate possessors of "it" come to the top like cream on milk.

"It" is that indefinable something termed Star Quality.

Inbred magic

IN a new book, "In Show Business Tonight," Peter Duncan defines "it" as "an elusive, inbred magic that cannot be acquired except by gift from a fairy god-mother at birth."

Mr Duncan should know, for as editor-producer of the BBC's "In Town Tonight" radio and TV programmes, he meets more big names than anyone in Britain.

Sandwiched between Good Advice to the stage-struck and 54 illustrations are some fascinating snapshots of stars and their industry.

He describes their various reactions to first nights or broadcast nerves—"as necessary to a performer as a stethoscope to a doctor." Louis Hayward plays twiddle feet under the tables; John Wayne rubs his sock up and down with one foot; Michael Wilding holds his wife Elizabeth Taylor's hand from the moment they enter the studio until the broadcast is over. And Herbert Wilcox grasps Anna Neagle's hand with such concentration you can almost feel his strength passing into her.

Convulsed

MR DUNCAN asserts that the nervous tension of a star's life, the marathon-like strain to get to the top, followed by the continuous effort to stay there demands the stamina of a boxer and the constitution of a cross-channel swimmer.

A comedian's reputation is the hardest to maintain. The public expects spontaneity from its funny man—proof that he is not just a gag-writer's mouth-piece.

Danny Kaye, confronted with an unexpected BBC audience, as he walked through the studio door, just collapsed. Like a sack at the door post as though the effort was too much for him. He convulsed the audience.

Red Skelton, on the other hand, reacted differently. He opened the door, beckoned the crowd, whooped "Ah, people!" and put on an impromptu, uproarious act.

Jack Benny, however, has script-writers working on each off-stage gag. Even the "spontaneous" crack as he leaves his hotel is most studiously prepared beforehand.

Breezy trip

MR Duncan roams through the entertainment business breezily. These are some of the things he has to say—

On Marriage and the Box Office: They seldom go together where a husband or a wife is famous, and the partner, not the non-starring of the two has to play second fiddle to the clamouring public if the marriage is to last.

The greatest happiness seems to emerge from equally successful partners—like Mr. David Niven and Mrs. Jane Fawcett, or Mr. Charles Laughton and Mrs. Eileen Herlihy, or Mr. John Gielgud and Mrs. Margaret Clitheroe.

Secretaries, agents, managers, dressers have to be paid. And clothes and entertaining are the tools of the trade.

Only when a star is high in the firmament can he or she afford to dress casually—like Sir Laurence and Lady Olivier, turning up for a broadcast, he without a tie, she in a pique-hood.

Wanda Hendrix, luscious red-headed Hollywood star, was an exception to both rules. She simply wanted a mink coat, saved up and bought one; then wondered if she should pin the receipt to her lapel. "People looked at it and I could see them mentally totting up what sort of price I paid," she said. "Mink seems to be a kind of currency for sin."

On Reaching for Stardom via the Beauty Contest: It's O.K. if you are a Dorothy Lamour or Ann Sheridan—they jumped off that way. But winners need talent and application plus beauty to make the grade. Most often both are lacking. Mr Duncan quotes a typical conversation between himself, as judge in such a contest, and an aspiring entrant.

HER: Why do you go in for beauty contests?

HER: (Giggles, pause) Because I want to be a film star.

HIM: Can you act?

HER: No, but I expect I can learn.

HIM: Do you think you can be a film star just by being beautiful?

HER: (The answer is obviously "Yes") Lots of film stars started that way.

Old friends

ON English Cabarets and Night Clubs: Only older people (business men in particular) can afford £15 on a night out. That is why most cabarets concentrate on presenting the favourites of the 30's—Chaplin, Boyer, Maurice Chevalier, and Noel Coward.

On Gilbert Harding: Duncan sacked him from his programme (Harding was interviewed) because his personality was too overbearing for nervous newcomers.

He was crestfallen and disappointed over the decision, but rang up Duncan after the next broadcast to say "You did the right thing. John Eddon does the job far better than I could."

On Stars and Television: Some stars will not gamble their reputations on TV.

Ginger Rogers is one. She spent years building up her film career. "One bad TV appearance, perhaps through bad lighting or camera angles—and it's gone," she says.

Others—like Jack Hawkins—accept it as a challenge. He risked his successful film reputation in one night playing a long, leading performance in "The Public Prosecutor." He was a brilliant success.

Out of order

ON Television itself: It cannot be appreciated unless self-disciplined—exactly—it should be an adjunct to, not the pivot of home life.

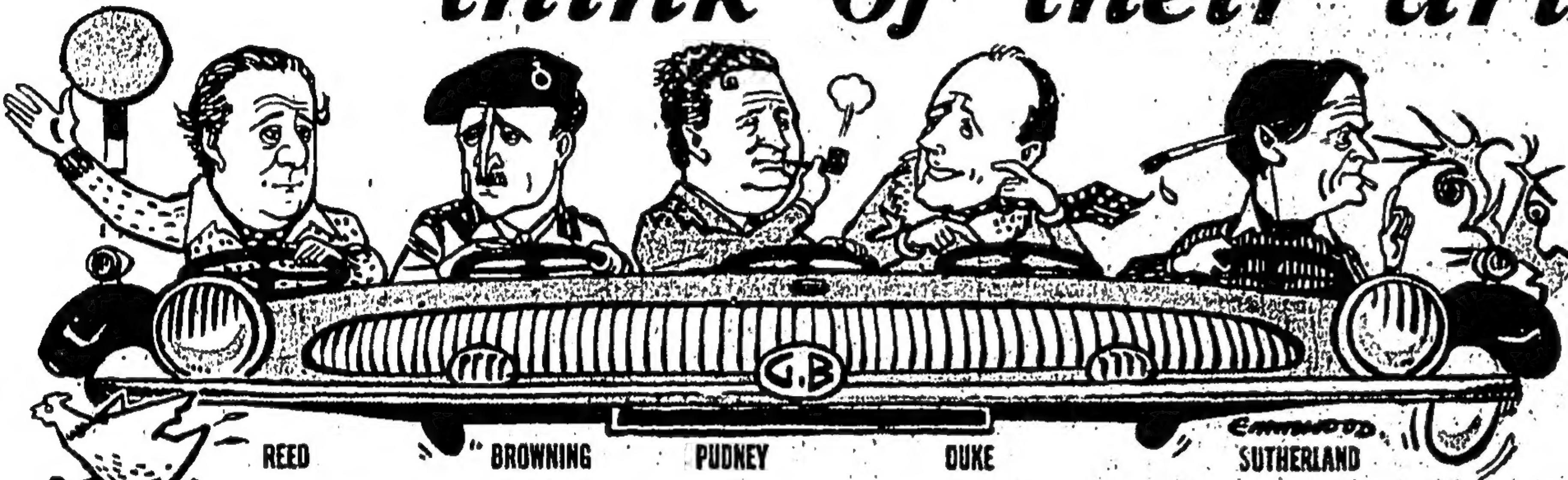
Yet the nation-wide attack of televisitis shows no sign of disappearing. One typical representative of the normal British father said: "We could not live without our telly. If anything went wrong with the set it would have to be repaired immediately."

When the author's own children seemed in danger of being magnetised to the screen he deliberately put it out of order for the school holidays—and they had the best holiday in the five years since the set was bought. His daughter learned to knit, his son a bit about engineering.

And now, having rediscovered the pleasure of hobbies, reading, and conversation, they discriminate in their choice of programmes.

On the Despers of Comedy: It's a pity that in America, as in this country, there is a tendency to regard comedy as a mere diversion, a light relief from the serious business of life.

What we (THEIR WIVES) think of their driving!



Every man thinks he is the perfect driver: here the wives of five famous men tell what THEY think of their husbands as motorists.

by ROBERT GLENTON

DO you drive with a flair? Don't turn to the Highway Code or a driving school for an answer. Ask your favourite passenger... your own personal back-seat driver!



Here are the results of a driving-flair test tried out on five famous men. Their wives were the examiners. Their wives give the results.

Two points stand out:—1 Graceful driving is like a sense of humour... no man will admit being without it. 2 Criticism is his taste in art, clothes, friends and he will put on a superior smile. Tell him his driving is not all it should be... and watch his face fall.

He wants speed

FIRST of the illustrious back-seat drivers to give her verdict was Mrs. Graham Sutherland, wife of the famous artist. A feeling of frustration beset the driving of 51-year-

old Sutherland. He has been known to swear roundly when straggling, dawdling cars are in front of him. He goes all white and silent when he makes one of his rare noisy gear changes.

As a man who drives a great deal on the Continent, Graham Sutherland is bilingual in his driving. On the Corniche he waves his fists and gesticulates like any Latin when a crazy French or Italian driver imperils him.

In England he gives a thin, resigned smile when he is faced with some foolishness on the road.

He drives a closed coupe, and yearns for something faster. Mrs. Sutherland hopes he doesn't get it. Although she admires his skill, she thinks he travels fast enough.

He likes driving with the hood down. This is unfortunate when the Sutherlands are going to London for an important date. Mrs. Sutherland winces for her new hair-do, her expensive hat. Sometimes she succeeds in getting the hood put up. Often she sighs and searches for a headscarf.

Sutherland is one of those drivers who always believe there is a better place to stop just around the corner.

Mrs. Sutherland points out the first hotel she likes at about six in the evening. Too tired to eat, and vaguely desperate, they eventually find a resting place near midnight.

What she likes about his driving: His skill. The concentration he uses. He says driving is like drawing. Anticipation, an eye to see the right line, steadiness are virtues. She worries because he will drive with the choke out. She fancies it is ruining the engine. Quietly Mrs. Sutherland edges it in. He looks offended and claims he left it out on purpose.

He's too slow

FORTY-FIVE-YEAR-OLD poet and writer John Pudney is a very different driver, according to his wife. He has undergone a road-change.

When he had a motor-cycle he would hurry her on the pillion at 80 miles an hour. Now, in his car, he will not travel at more than about 40 miles an hour.

The Pudney progress on a long journey is erratic. When Mrs. Pudney whacks her husband's 40 miles an hour up to 60-plus. He has a habit of slowing down when there is a perfectly clear country road in front of him.

He goes in for quiet, "mum-and-dad" driving, alleges Mrs. Pudney. He swears a little at drivers who wander over the road.

His Virtues: He is a safe driver. He has a wonderful bump of location and never gets lost.

His vice: After a party his speed drops to 20 miles an hour. "Who," asks Mrs. Pudney, "wants to go for a moonlight crawl when you are tired out and aching for sleep?"

And Pudney retorts: "I have never had MY licence endorsed."

He travels fast

GENERAL Sir Frederick Browning, Treasurer to the Duke of Edinburgh and wartime Airborne leader, has a contented back-seat driver in his wife, novelist Daphne du Maurier.

She says he drives just like a chauffeur. He likes travelling fairly fast, and is inclined to do some un-chauffeurly muttering at crawlers.

He gets irritated by drivers who accelerate as he overtakes, but he is a man who looks after his cars.

He gets Five Stars for his smooth, jerk-free motoring. He gets No Stars at all for regarding a car not actually caked in mud as suitable for any occasion.

He never stops

NEVILLE Duke, 32-year-old test pilot, is the man with a fast sports car and he believes in using it. The other

day he did 700 miles across Europe in one day.

This is discouraging for his wife Gwendoline, who feels it is better to arrive than to travel.

He never stops if he can avoid it. He won't be used for errands. He will never motor into town to do the shopping. He even accelerates when his wife sees a gown shop.

He is impatient with fools on the road. His explanation is that he expects "people to do stupid things in aircraft but can see no excuse for idiots in cars."

He is a good driver. His reactions are needle-sharp and he thinks far ahead of the car in front.

But he frets when his wife drives. He accuses her for going too fast.

He gets Full Marks for his concentration.

He gets a Black Mark for his lack of observation where a shop is concerned.

He is immaculate

SIR Carol Reed, 53-year-old film producer made "Night Train to Munich." Lady Reed—once Penelope Dudley Ward—is not at all surprised.

When he goes driving, he craves silent black roads and the sudden shock of bright headlights.

After a night of driving he arrives for breakfast well-groomed, happy, and unshaven. Lady Reed is crumpled, sticky-eyed, and stiff-necked.

He is a man who likes driving. But 40 miles an hour is his happy speed.

He takes time off to motor round London. He will even drive from his Chelsea home to Ploadiy Circus just for the relaxation of motoring. This can get boring.

He is an immaculate driver. His wife cannot recall a crashed car.

She admires his bland equanimity in traffic jams.

She despises his reluctance to stop driving on his holiday. A place-a-day is his principle. This is irritating if you do the packing.

NEVILLE Duke, 32-year-old test pilot, is the man with a fast sports car and he believes in using it. The other

LYSENKO AND HIS MAGIC LAMP

By David Laidlaw

FAIRY tales, for all their fantasy of plot, are realistic when it comes to emotion, and their heroes and heroines are always doing things we ourselves would like to do. Who, for instance, can read the story of Aladdin without envying him his magic lamp?

Unfortunately, magic lamps are hard to find nowadays, but in the Soviet Union a fairly efficient substitute has been developed. With careful manipulation and the support of the party, a man can make his name into something to covet with.

A good example of this is the case of the scientist Trofim Lysenko, who from 1948 until 1953 was the unchallenged authority on Soviet biology.

During this period Lysenko's name was everywhere. He was the man who made the name of the Soviet Union famous in the world.

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He was the man who made the name of the Soviet Union famous in the world.

to criticise him—usually the beginning of the end in Soviet public life.

Perhaps Lysenko did not realise this, or perhaps, like a wounded animal, he just became more violent because of it. In any case, early in 1954, he gave another energetic run on the lamp of his reputation, the story of which appeared in Pravda on March 26. It was in the form of a letter from the Chairman of the Supreme Certifying Commission—the body which in Russia is responsible for granting academic degrees—and dealt with the case of a friend of Lysenko's called V. S. Dmitriyev.

Dmitriyev was a man who, before he was a scientist, had been a test pilot. He was a man who, before he was a scientist, had been a test pilot.

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He even went so far as to call his opponents "Welsmanists," which is the most insulting form of abuse in Soviet scientific jargon and was formerly sufficient to condemn a man out of hand. He was supported by a number of other members of the Commission, none of whom, significantly enough, knew anything about botany. The controversialists dealt with the origin of weeds. These supporters made speeches of a "generalised and declaratory nature," and in the end the Lysenko faction carried the day.

But Dmitriyev did not enjoy his detractors for long. In a footnote to the professor's letter to the Commission, the editor of Pravda stated that Dmitriyev had been "dismissed from his post as a test pilot."

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THE SPORTS ROUNDABOUT

FA Muddle Bars Welsh From England-Germany Match At Wembley

By DAVID JACK

Muddle, muddle, muddle. That sums up the ticket distribution plans for football's showpiece match, the England v Germany meeting at Wembley on Wednesday, December 1.

Trouble started when the FA told supporters to write to their nearest Football League club for tickets. Cardiff City fans, however, were unlucky. Their applications were returned—because Cardiff, like other clubs in Wales, are not entitled to any tickets.

Says manager Trevor Morris: "We've been abused by many supporters. Some refuse to believe we have no tickets others have asked if any Welshmen fought in the war."

Even English clubs are in the soup. Hull City, for instance, asked for only a few tickets for officials. That was before supporters were told to apply to clubs. Now Hull have received hundreds of ticket requests—with no tickets to supply.

Frank Blaustein, Chelsea winger, was asked for his rail-

way ticket, on a Manchester train recently. His ticket was clipped by his dad, who was the ticket collector on the train.

Northampton Town have received an application for a transfer by Ron Patterson, strongly-built young left-back signed from Middlesbrough two years ago.

Northampton are already looking for scoring forwards and if Patterson goes manager David Smith will need to find another full-back, for the club is not

strongly duplicated in this position.

Wolves manager Stan Cullis was the honoured guest at a football match in Ormeau, Dublin, recently. Two select Ormeau sides played a special exhibition to help the Motineux manager in his talent-spotting. It was Ormeau who sent goalkeeper Noel Dwyer to Wolves last season—and the boy has been a big success.

FUTURE STAR

Player of the future is John Armour, 15-year-old inside forward playing exceptionally well for Stoke City—and doing a groundswell of good on the part of the club. John is the lad who made front page news when he appeared in court for playing football in the streets of Glasgow.

Memories of Dublin and the Inter-League match... Nat Lott-house complaining that he counted every engine rev on the boat while teammates slept soundly... The Irish official commenting on England's dash from ground to boat: "With steak plentiful in England, they can't leave Ireland quickly enough." My young sister being advised to take a red, white and blue ribbon out of her hair unless she wanted lynching... Tom Finney dribbling towards a corner flag and finding it hidden behind spectators... and, biggest shock of the week—no Guinness in the Gresham Bar.

NORTH'S TEAM

Sorry there isn't room to quote all the readers who sent me Third Division (North) representative teams to kick the points off the Southerners, but majority verdict is Powell (Chesterfield); Phillips (York City); Brownson (Scunthorpe); Powell (Bradford City); Ryden (Accrington); McGlen (Oldham); Ingham (Gateshead); Haigh (Scunthorpe); Spuhler (Darlington); Smith (Chesterfield); Priestley (Hallifax).

"They'd give the South a goal start and a thrashing," says reader Pilsworth, of Scunthorpe. Colleague Capel Kirby tackled Netherlands referee Horst about the substitution of three-goal Vasilovic against Wales. Said the referee: "It is so difficult. I am not a doctor. It is too much for a referee to have to interpret the laws and decide whether or not a player is unfit."

It is significant that in many parts of the Continent there are players who never figure in the first 45 minutes' play. A line must be drawn—immediately.

On trial with Swansea is Tony Jordan, centre or wing half back from Barmesley schools football. Tony, who will be 17 in two months, is 5ft. 10½in. and weighs 12st. 2lb. Another John Charles? Maybe.

When is a player not a player? When he's a player-manager. I heard that conundrum in a board-room where the player-manager of the visiting club had just left, after abusing the referee, linesmen and the home team.

Said a home director: "As a player, he shouldn't be in the board-room; but as a manager, we can't really keep him out."

THEN CHANGES

Lancashire First Division manager, asked if there were any team changes, said: "There's my team in the programme—B. J. Alex Buxton, who is keeping busy against Continental, has a stern domestic challenge to face—Albert Finch, Randy Turpin, and that hard-hitting and clever West Hammer, Ron Barton.

St. Patrick's Athletic, League of Ireland club, supplied Everton with two first-class players—goalkeeper Jimmy O'Neill and inside-left George Cummins. Now Everton want right-winger Liam O'Connell—but this is one signing St. Pat's are determined to stop.

A planned amateur with the Dublin side, O'Connell cannot join Everton without permission—and this permission is almost certain to be refused. A former international, O'Connell played for Everton in 1951-52, but was not in the first team.

Entrants who have played and won prizes in Hong Kong bridge championship tournaments, including the last three years, will automatically qualify for the second round. Other contestants will play in the first qualifying round.

American In Battle Royal With The Queen For Premier Turf Honours

London, Oct. 3.

A battle royal for premier honours on the British turf this season is ensuing between Queen Elizabeth and the veteran American owner-breeder, Mr Robert Sterling Clark.

With little more than a month to go, the Queen is in the lead with £39,377 won or only just £334 more than her American rival. It has been a ding-dong struggle over the last week, with first the Queen and then Mr Clark in the lead.

The Queen ended the week with the advantage, thanks to her colt Corporal winning her first prize of £1,012 by taking the Newmarket Fox Stakes.

If the Queen does win she will be the first Royal owner to head the list since her father was top owner in 1942. But this was during the war years and Her Majesty would be the first reigning monarch to do so under normal racing conditions.

When King George VI led the field he won only just over £10,000. Queen Elizabeth has won over £30,000 with one horse—Aurore. This is more than King Edward VII won in 1900 when, as Prince of Wales,

he also topped the list of winning owners.

GREATEST AMBITION

The Queen's success would be highly popular in view of the great interest she has always shown in the turf. It has been one of her greatest ambitions to be Britain's leading race owner. All but two of her prize winners were bred at the Royal stud at Hampton Court.

Though there is no such thing as sentiment in racing and it certainly was not the motive behind the retirement to stud of his Derby and St. Leger winner, Never Say Die, Mr Clark looks to have thrown away his chance of becoming leading owner this season by doing so.

Never Say Die would certainly have won several thousand pounds more for him, had he not suddenly decided to end his racing career. Mr Clark's reasons for doing so are said to be because he did not wish to be greedy and send the horse round collecting minor stakes and the progeny of Never Say Die on the race-course. Mr Clark is now 78.

British breeders are delighted that the American will stand his horse in Britain for at least four seasons.

Though without the services of Never Say Die Mr Clark may still pass the Queen's total of winnings. His three trainers in Britain, Joe Lawton, Harry Packer and Arthur Budgett, are going to run his other horses at every opportunity in order to try and put their patron on top. —China Mail Special.

Individual Bridge Championship This Month

The Hongkong Contract Bridge Association's Individual Championship duplicate bridge tournament for the Sports Cup is to begin in October.

The closing date for entries is October 15, and the first qualifying round will be held on October 21. The second round will be played off on October 28.

Entries with the entry fee, should be sent to the Hon. Treasurer, Mr R. E. Deal, 303 Union Building, Tel. 30991.

Entrants who have played and won prizes in Hong Kong bridge championships tournaments, including the last three years, will automatically qualify for the second round. Other contestants will play in the first qualifying round.

London, Oct. 4. Rugby Union results today were: Australia (Dublin) 6-9 New Zealand; Wales 10-10 Scotland; Ireland 10-10 England.

Strong Pairs In Worpleston Foursomes

Several strong partnerships are among the 90 pairs entered for the Worpleston Open Scratch Mixed Foursomes Golf Tournament from October 10-12.

Jeanne Blagood (Parkstone) is playing with Leonard Crawley (Rye), England's international captain; Frances Stephens (Royal Birkdale), the British Champion, partners Tony Clark (Walton Heath); and Jean Donald (North Berwick), partners the former English champion, Ernest Millward (Ferndown).

New partnerships are those of Jane Machin (Coventry) and Gerald Micklem (Wilderness), and Jean McIntyre (Lindrick), and Philip Scrutton (Addington).

—(London Express Service).

German Athletes Passing Through

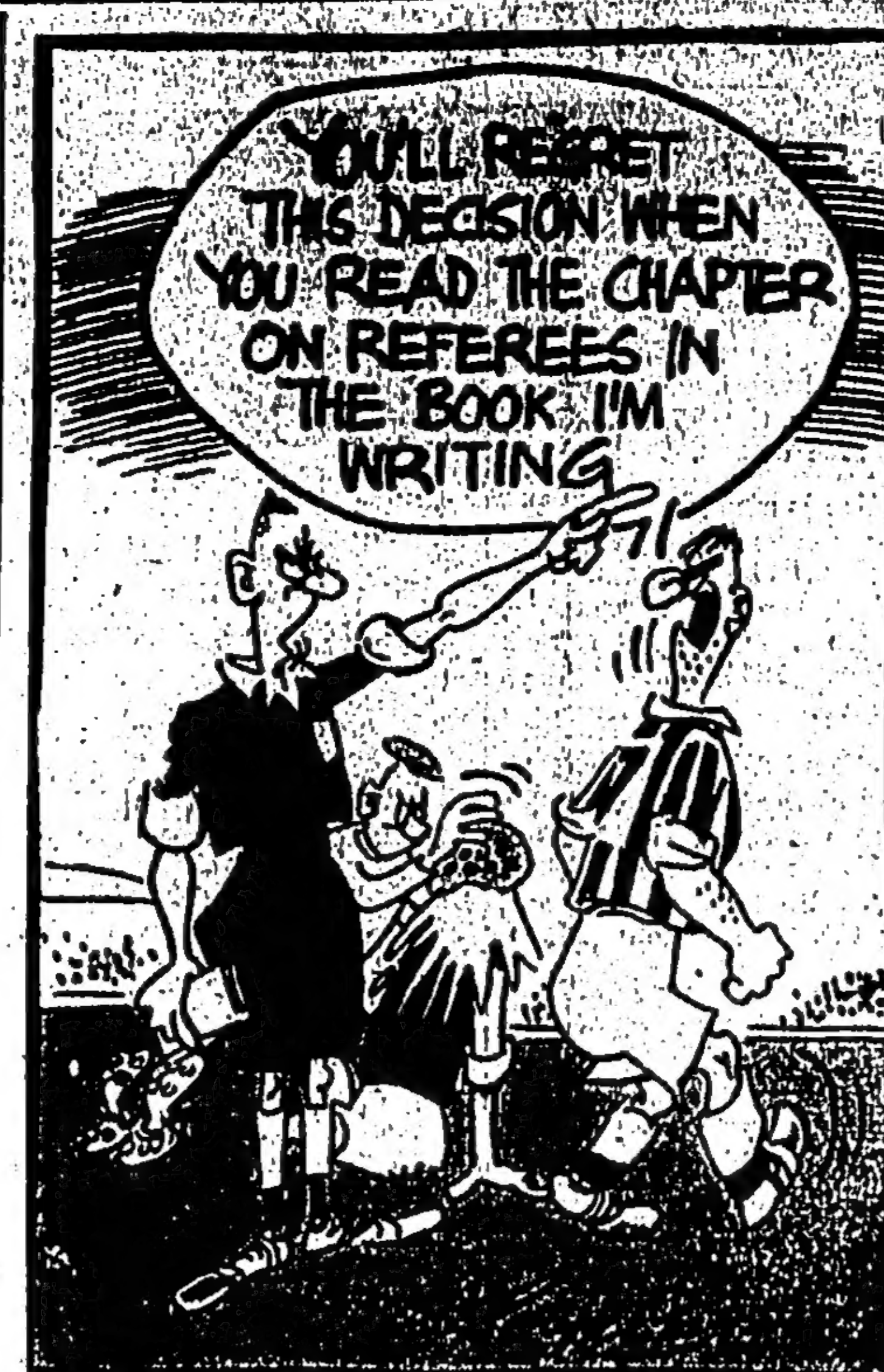
Fourteen top West German athletes are due to arrive by air at 2 p.m. today from Frankfurt on their way to Japan for a month's tour.

After a one-hour stopover at Kai Tak they will resume their journey to Japan in a Pan-American plane.

After the Japanese competitions a group will leave for Australia to compete at meets in Sydney and Melbourne in November.

Rugger Results

London, Oct. 4. Rugby Union results today were: Australia (Dublin) 6-9 New Zealand; Wales 10-10 Scotland; Ireland 10-10 England.



The Dower-Tuli Fight Looks Like Being Britain's Boxing Event Of The Year

Says JIMMY WILDE

How big can little men be? That old and hoary theory that it's the massive knockouts and ring-shaking of the "heavies" that alone will bring in the crowds seems to be taking a knock right now. For who sends up the temperature of the game in Britain today to heights that even Mr Solomons must be surprised at?

Don Cockell and Johnny Sullivan—yes, they've done their part. But the fight that looks like being the boxing event of the year so far as Britain is concerned involves two tots in the division I used to fight in—Welshman Dai Dower and that bundle of Zulu energy from South Africa, Jake Tuli.

Already, promoter Solomons is sure of a bumper gate for his October 19, Harrington, promotion on the strength of this match. The Empire flyweight title match.

Both Dower and Tuli command wide support among the fight public. And unpartisan ringers won't know who to pick. I've heard criticism that Dower isn't ripe for such a tough battle yet.

I still think the boy has a lot to learn. But his record doesn't call for cotton wool treatment. He's waded through all the opposition set before him—and this is the crucial bout of his yet brief career.

Tuli, the little wonder boy, who became an overnight sensation, has undergone two shake-ups, the most notable being the one slanted out by new World Bantamweight Champion Robert Cohen.

The Dower-Tuli duel isn't going to be one-sided by any means—and it can do enormous good to British boxing generally. Who else among the little men has brought new hope? I give you 26-year-old Peter Keenan, the wee Scot who won back the British bantam crown from John Kelly, the Irishman, who took it from him.

Keenan didn't touch world standards, but his victory is already producing talk that suggests Peter is going to get that rare thing—a second shot at a world crown.

Cohen is expected to put his world title of stake against Keenan next year. Cohen looks strong enough to reign for a long time, but the fact that Keenan is in the running for a tilt is enough to whip up interest in a midges' division which for some time hasn't exactly had a wealth of bright fighting.

BRIGHT PROSPECTS If it's the small men who are doing most to rouse interest these days it is in the cruiser-weight class where the British champion perches most uneasily.

Alex Buxton, who is keeping busy against Continental, has a stern domestic challenge to face—Albert Finch, Randy Turpin, and that hard-hitting and clever West Hammer, Ron Barton.

Barton, whose professional career is one of the most amazing in the sport.

Mexico City, Oct. 4. The United States won the American Zone of the Davis Cup competition when they defeated 3-1 Mexico in the final match today.

The Americans, who will play the British in the final match of the Davis Cup, won the American Zone of the Davis Cup competition when they defeated 3-1 Mexico in the final match today.

The United States won the American Zone of the Davis Cup competition when they defeated 3-1 Mexico in the final match today.

FANLING GOLF

W. Leighton Wins Chinese Cup Again

The Chinese Cup was played for over both Courses at Fanling on Sunday under a burning sun which severely tested the stamina of all players.

W. D. Leighton won the Cup for the second successive year by returning a score of 78, four points higher than last year; his best round being a gross 72 over the New Course.

A. R. Petrie was the runner-up with 79 points, and his gross score of 71 over the New Course in the morning, equalled the Amateur record for the Course. Some excellent golf was seen during the day despite the heat and a R. de Pinna's magnificent score of 43 Stableford points over the New Course is worthy of special mention.

J. L. MacIntyre won the prize for the best Round on the Old Course with a return of 39 points, his second nine providing 22 of these and a gross score of 37. One over par.

A total of 88 players took part in the competition this year. Points scored by the leading 44 Contestants being as follows, scores returned on the Old Course being placed first in each case.

	Old New Total
W. D. Leighton	37 41 78
A. R. Petrie	38 41 79
A. R. de Pinna	33 46 79
J. L. MacIntyre	39 40 79
W. Van Alst	37 42 79
N. P. Downie	36 43 79
J. D. Mackie	36 43 79
K. Wang	37 42 79
Frank Yeh	33 46 79
R. Blacklock	31 48 79
R. Goldman	31 48 79
L. L. D. Hayward	33 46 79
J. K. Watson	35 44 79
C. Falconer	33 46 79
H. W. Z. Heath	31 48 79
Major D. A. Kennedy	34 45 79
Major P. V. Huxford	31 48 79
G. J. Mary	33 46 79
W. A. H. Balfour	30 49 79
R. Craig	30 49 79
A. M. Mack	33 46 79
R. Pan	38 41 79
V. White	31 48 79
D. L. Anderson	31 48 79
W/S L. C. Bramwell	30 49 79
D. Duffy	31 48 79
A. G. S. McCallum	32 47 79
Dr. J. F. Boughton	33 46 79
Dr. J. B. Mackie	31 48 79
R. Mann	31 48 79
R. Robinson	31 48 79
S. Allen	33 46 79
R. M. Campbell	29 50 79
C. Brown	31 48 79
S. S. Gordon	29 50 79
J. F. Sheemaker	27 54 81
John Wal	34 45 79
L. P. A. Watt	33 46 79
W. A. Johnson	27 54 81
John Jones	27 54 81
W. Sloker	23 56 79
Robert Yu	29 50 79
F. R. Zimmerman	29 50 79

Winners of the Optional Nett Pools were: 38 Holes—W. D. Leighton, 18 Holes—Old Course—J. L. MacIntyre, 18 Holes—New Course—A. R. de Pinna.

The monthly Qualifier for the Captain's Cup was played over the Old Course at Fanling during the weekend and won by J. L. MacIntyre with a return of net 68 (78-11=67). W. D. Leighton (77-11=66) was runner-up followed by N. P. Downie (85-14=net 71) and J. D. Mackie, who returned a score of 75-3=net 72.

LADIES' SECTION

The following are the draws for the Railway & Ross Cups—10-1 Corallia, 10-8 King's Love, French Design, Modification and Phenomenal, 20-1 Blue Rod and Dingo, 22-1 Little Cloud, 25-1 Defender, 26-1 Silver Light, 33-1 Dango, Peperium and Maytetter, 40-1 Jekyll, Wyresdale and Mixed Vermouth, 8-1 Turks Blood, 100-6 Marshall Noy, Military Court and Alphenom, 20-1 Turmulo, 22-1 Roccamare, 25-1 Jupiter, A Queen's Beches, Desert Way, Chamier, Weymouth Bay, Sunny Brae and Jasper, 28-1 Tiger Kloof, 32-1 Whitebird, 40-1 Coronation Year. —Reuter.

WELSH TEAM UNCHANGED

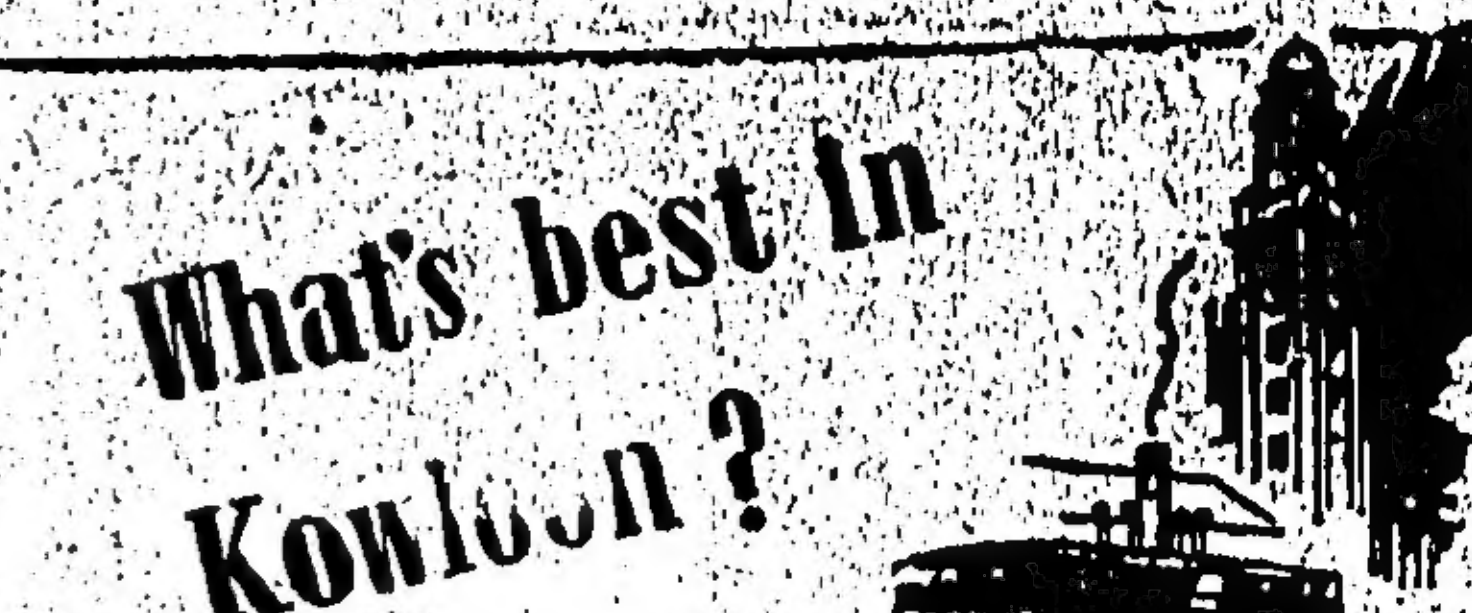
Cardiff, Oct. 4. The Welsh soccer team to play Scotland in an international match here on October 10 is unchanged from the side beaten 8-1 by Yugoslavia here last month. The Team is: Kelsey (Arsenal), Barnes (Arsenal), Sherwood (Cardiff), Paul (Manchester City), Charles (Leeds), Bowen (Arsenal), Reed (Ipswich), Tapscott (Arsenal), Ford (Cardiff), Allchurch (Swansea), Clarke (Manchester City). —Reuter.

HKFC TEAMS

Teams will be selected from the members of the Hong Kong Football Club on October 10, 1954, for the annual Hong Kong Football Cup match against the Chinese Football Association team on November 29 and 30.

The team will take play three matches in Manila, the first against the Philippine team, the second against the Philippine team, and the third against the Philippine team.

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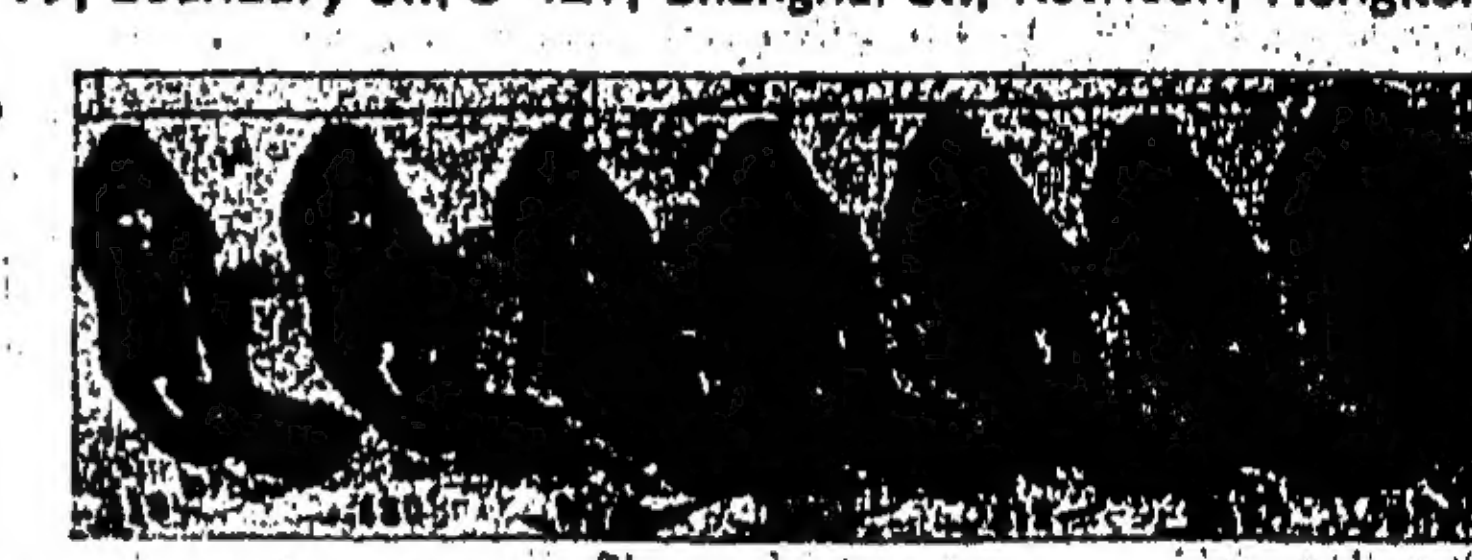
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RUSSIANS BUY 70,000 TICKETS IN FOUR HOURS TO SEE ARSENAL MATCH

Moscow, Oct. 5. Football-frenzied Russians besieging Moscow booking offices bought 70,000 tickets in four hours yesterday to see Britain's Arsenal team play Moscow Dynamo on a floodlit pitch today.

The match might be an international championship judging by the excitement it is causing here.

But away from the turmoil the British team felt weary into early beds last night after their near-sleepless 2,500-mile trip.

Officials of both sides agreed today that substitutes for three players, including the goalkeeper, would be allowed at any time during the match in the event of injury.

They also agreed to use the British diagonal system of refereeing with one linesman on each side of the pitch. In Soviet refereeing, both linesmen are on one side and the referee on the other.

Stanley Rous, Secretary of the English Football Association, told the Russians the British side would play in their own kit and would not wear the traditional white kit.

Moscow Dynamo, who are nearing the end of their season, top the Soviet League table. They have lost three games in a row and are looking for a win today.

The match will be the second between the two clubs. They met first when the Dynamo made a tour of Britain in 1945. Then in 1946 the Russians won 4-3 over a severely depleted Arsenal team—many of their stars were still in uniform.

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"CARTHAGE"	15th October	15th November
"CORFU"	15th November	15th December

Via Southampton, Port Said, Aden, Bombay, Colombo, Penang & Singapore

Homewards	Leaves Hongkong	Due London
"CANTON"	15th October	15th November
"CHUBAN"	15th November	15th December
"CARTHAGE"	15th November	15th December
"CORFU"	15th December	15th Jan., 1955

Via Singapore, Penang, Colombo, Bombay, Aden, Port Said & London

FREIGHT SERVICE

Outwards	Arriving	U.K.	Sails For
"SHILLONG"	23rd Oct.	F.R.	Otari, Yokohama & Kobe
"SUNDA"	12th Nov.	U.K.	Japan

Homewards	Loading	For
"SURAT"	14th Oct.	Singapore, Port Swettenham, Penang, Colombo, Aden, Port Said, Genoa, Marseilles, Casablanca, Havre, London, Antwerp, Rotterdam & Hamburg

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"FULTALA"	due 10th Oct.	from Calcutta, Chittagong, Rangoon & Straits
	sails 10th Oct.	for Japan
"SIRDHANA"	due 23rd Oct.	from Calcutta, Rangoon & Straits
	sails 24th Oct.	for Japan

P. & O. B. I. JOINT SERVICE

"OLINDA"	due 9th Oct.	from Japan
	sails 10th Oct.	for Singapore, Colombo, Karachi, Basrah, Abadan, Khorramshahr & Kuwait

EASTERN & AUSTRALIAN S.S. CO., LTD.

"EASTERN"	due 9th Oct.	from Japan
	sails 10th Oct.	for Sandakan, Babau, Brisbane, Sydney & Melbourne
"NELLORE"	due 12th Oct.	from Japan
	sails 13th Oct.	from Australia

All vessels have liberty to call at any ports on or off the route & the route & sailing are subject to change or amendment with or without notice.

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NOTICE TO CONSIGNEES

"AJAX"
Damaged cargo on this vessel will be surveyed by Messrs. Goddard & Douglas at 11th Wharf from 10 a.m. on October 8, 1954, and consignees are requested to have their representatives present during the survey.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 5, 1954.

NOTICE THE HONGKONG & YAUWAT FERRY CO., LTD.

Notice is hereby given that an Interim Dividend of THREE DOLLARS per share on the Company's Issued Capital has been declared payable on the 25th October, 1954, free of tax.

Notice is also given that the Share Register of the Company will be closed from Monday the 18th October, 1954 to Saturday the 23rd October, 1954, both days inclusive.

Dividend Warrants will be issued at the Registered Office of the Company, No. 144-148 Des Voeux Road, Central, 1st Floor, Hongkong, on and after the 25th October, 1954.

By Order of the Board,
LAU TAK PO,
Managing Director.
Hongkong, 1st October, 1954.

To ADVERTISERS

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Space for commercial advertising should be booked not later than noon on Wednesdays.

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"PEI-HO" sailing Nov. 6th

Cunard Bosses Booed At Meeting Row

Liverpool, Oct. 4.

The usual calm of the Cunard Steam Ship meeting was broken here when shareholders booed the directors, headed by chairman Colonel Denis Bates.

The rowdy meeting was called to approve a two-for-three Ploughshare—but shareholders shouted that the issue was "inadequate" and "negligible".

Storm shareholder was 47-year-old London insurance official Lionel M. Childs, who has formed a Cunard Shareholders' Association to press for more for shareholders.

OUT OF ORDER

He got up to read a statement. He started to speak: "You will be glad to know that the Shareholders' Association does not intend to oppose you..."

Chairman Bates cried "Order, Mr Childs." He told him he could only speak for himself—as just a shareholder.

Mr Childs tried to speak—but the colonel would not have it. He ruled Mr Childs out of order, banning him from speaking.

A shareholder shouted: "I object to having our representative having his mouth closed."

But the mouth was closed. The Ploughshare issue was then put to the vote—and approved.

As the directors withdrew off the platform shareholders

booed them—and called for three cheers for Mr Childs.

At times the meeting was in uproar, with shareholders shouting unprintable remarks.

The Cunard directors must be worried—for they know the shareholders own the business. And I salute Mr Childs in leading the agitation to get Cunard shareholders a fair deal.

For I doubt whether shareholders would have got even this two-for-three Ploughshare without his opposition.

Britain Taken To Task Over Formosa

London, Oct. 4.

The Peking People's Daily, official organ of the Chinese Communist Party, today took to task countries, including Britain, who it said advocated "neutralisation" of Taiwan (Formosa).

"No one who holds that China's territory of Taiwan can be neutralised can be considered as respecting China's sovereignty in regard to Taiwan," the newspaper said, according to the New China News Agency.

"This is as simple and clear as that no stand for the neutralisation of Wales could be regarded as respecting British territorial sovereignty."

The article, by commentator Wu Chan, said British newspapers had been trying to alter the "historically established fact" that Taiwan belongs to China.

"Taiwan is China's territory and the Chinese people will liberate this island," the article said.—Reuter.

Modern Science—Our Magic Carpet

LOS ANGELES TO ERECT A MONORAIL

By JOE JONES

The facilities and know-how of modern science are being called upon by two major United States cities—Los Angeles and New York—to help in solving their increasingly difficult traffic problems.

In Los Angeles—a sprawling city of more than 4,000,000 people where buses, trolleys and private cars compete for space—plans are under way for building the first rapid transit monorail system in this country. This system consists of cars suspended by two wheels from an overhead rail. It will mean that customers can ride rapidly and comfortably, free from the interference of surface traffic.

Engineers say only one monorail passenger line is operating today. This is in Cologne, Germany, and its cars average 22 miles an hour—about the same as the New York subways. In 51 years the Cologne monorail has carried 800 million passengers with only two accidents—one of them an elephant which fell out of a baggage car.

A NEW DEVELOPMENT

In New York City, traffic officials believe they are on the threshold of an important new development in traffic engineering. It's a plastic-like substance used instead of paint for marking streets and crossings. Developed by a New York chemical firm under a secret formula, this substance will stand up for a long time under the impact of teeming city traffic. Heat doesn't affect it.

Another virtue of the new substance is that it dries so rapidly, applications can be made between traffic light changes, whereas ordinary paint takes about 40 minutes to dry.

Who was the first author to use a typewriter? What pioneer manufactured the first mass-produced sugar-coated pills in the United States?

The answers to these questions have been revealed by recent gifts to museums. Mark Twain, the beloved humorist,

SUGAR-COATED PILLS

The man who brought out the sugar-coated pills was William R. Warner, Philadelphia druggist. The copper pill-rolling pan which he used has been given to the Smithsonian Institution in Washington, where it becomes part of an exhibition of early pharmaceutical equipment.

The French were sugar-coating pills in the 1630's. The American pharmacist followed their example about the middle of the nineteenth century, and the people who were tired of bitter-tasting pills welcomed his new "candy-like" medicine with great enthusiasm.

The present-day medical man from Philadelphia—Dr. B. Wheeler Jenkins—proposes that the number of daily doses of medicine should be reduced to a minimum, preferably to one.

He has conducted a survey which showed that most patients do not take the medicines prescribed for them after the first few days—especially when three or four doses a day are required. As a result, their medicine cabinets are cluttered with half-filled bottles and the contents, when used later, may do more harm than good.

Princess To Visit West Indies

London, Oct. 4.
Princess Margaret will visit the British West Indies early next year. It was officially announced here tonight.

Queen Elizabeth's younger sister will travel aboard the new Royal Yacht Britannia to the British Caribbean Islands of Trinidad, Grenada, Barbados, Antigua, Jamaica and the Bahamas.

The announcement from Clarence House, where the Princess lives with the Queen Mother, said: "H.R.H. the Princess Margaret has accepted an invitation to visit some of the British Islands in the Caribbean early next year. Her Royal Highness will visit Trinidad, Grenada, Barbados, Antigua, Jamaica and the Bahamas, travelling in H.M. Yacht 'Britannia'."

"Detailed arrangements for the tour will be announced later."

The announcement did not give the date of the trip. Princess Margaret is 24. Her last overseas trip was to the British zone of Germany last July.

USUALLY BY AIR
The year before, the Princess, who usually makes her journey by air, went with the Queen Mother to the British Caribbean Islands in Southern Rhodesia.

Two months previously, she had been in Cuba for the wedding of Princess Ranilda, 23-year-old granddaughter of King Haakon.

In November, 1951, the Princess flew to Paris on a five-day visit. In December, 1950, she went to Berlin with the Queen Mother and the Duke of Edinburgh.

A year before, the Princess represented her father and mother at the inauguration of Queen Juliana of the Netherlands. In 1948, she visited the Netherlands and Belgium.

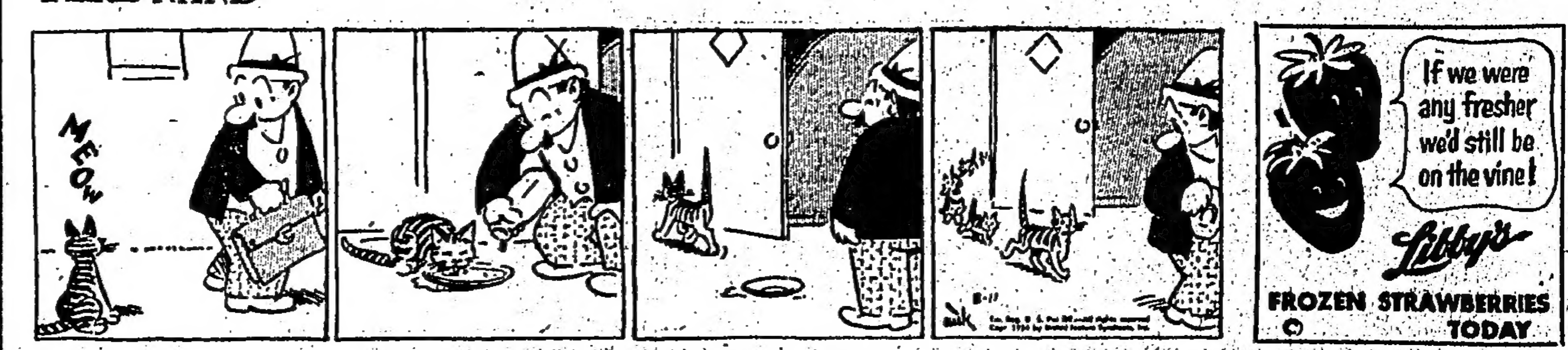
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By Lee Falk and Phil Davis



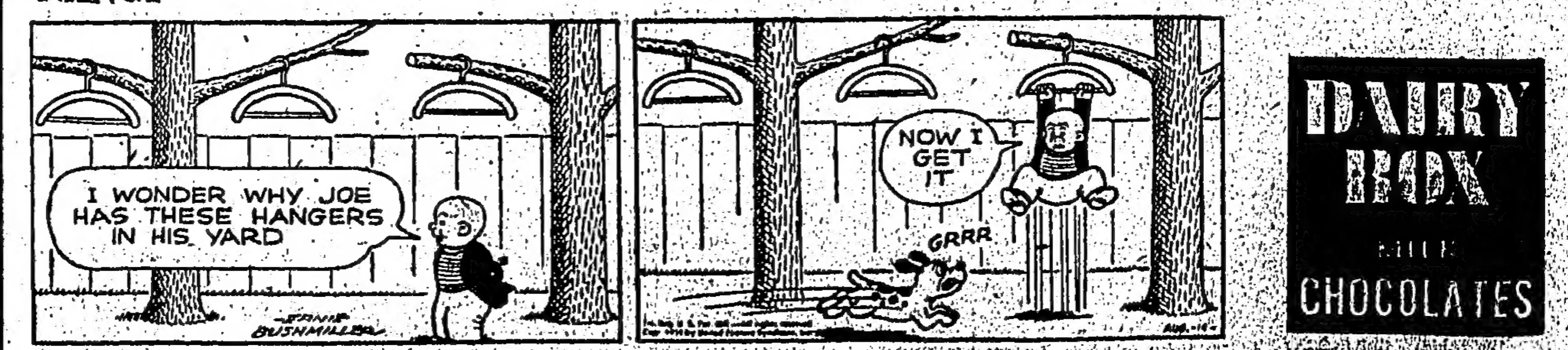
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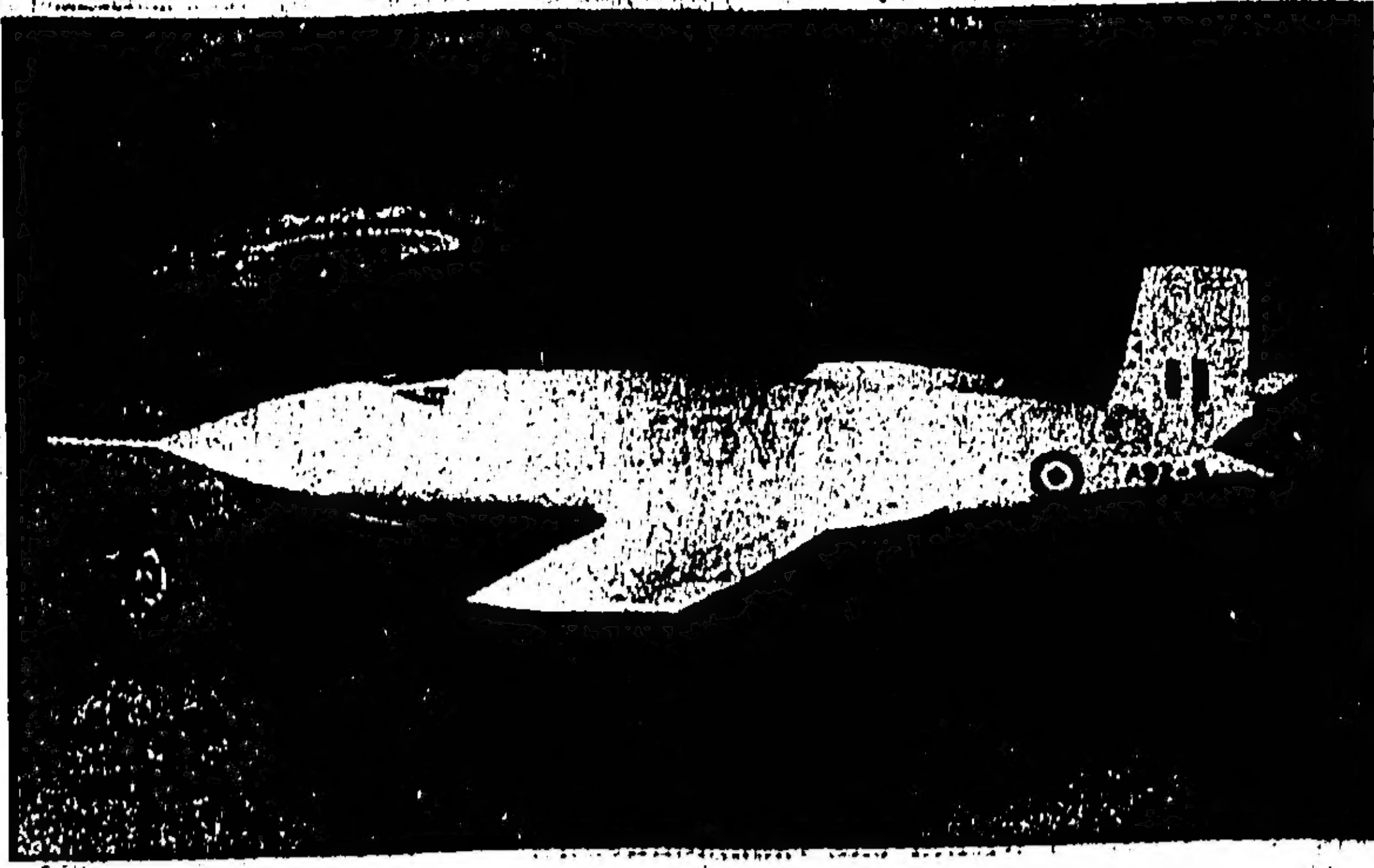
"STAR ALCYONE"

Arrives Oct. 6 from Singapore.
Sails Oct. 7 for Fusan, Kobe & Yokohama.

"LAO"

Arrives Oct. 12 from Japan.
Sails Oct. 13 for Singapore, Port Swettenham, Madras, Colombo, Bombay, Karachi, Basrah, Khorramshahr, Kuwait & Bahrain.

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Radio devices developed for the control of the Jindivik pilotless aircraft are so well advanced that this small-scale plane can be launched, manoeuvred in flight to simulate an enemy aircraft and landed again without incident. In fact, controls are built into this robot and it can be controlled either from the ground or by a "shepherd" aircraft that takes over after the Jindivik is flying. It can fly faster than any known jet bomber. —Central Press Photo.

WINGED ROCKET BOMBERS OF THE FUTURE

Thought-provoking outlines of unmanned rocket bombers, which may one day largely supersede the formidable manned V-bombers on view at the S.B.A.C. Display early last month, have been drawn by David Keith-Lucas, Chief Designer of Short Brothers and Harland, in a paper read before an expert audience in London.

Mr Keith-Lucas said that new ways must be found to enable future bombers to avoid the guided missiles hurled against them by air defence. Either the bomber might travel so fast that the defence would have little time in which to launch its missiles, or alternatively bombers might fly so low that the defensive missiles would be unable to locate them because of ground interference.

Flying at high speeds over enemy territory a few hundred feet up would be extremely bumpy, and the pilot would require special navigational aids. The risk of hitting a hill would be high, and as the jet engine's fuel consumption is considerable at low altitudes, it would be difficult to obtain adequate range.

To give long range and high speed at low altitudes, comments Mr Keith-Lucas, the wing-loading of the bomber would have to be high, and loadings of 200-300 lbs per sq. ft. might be necessary. This would give the aircraft the advantage of a smoother ride when flying in rough air, but the smallness of the wings would necessitate housing the bulk of the fuel in the fuselage. The fuselage would have to be large enough to accommodate bombs, crew, equipment and probably the undercarriage as well.

Such high wing-loading would cause a major take-off problem. "Even unlimited rocket assistance might not provide the answer," said Mr Keith-Lucas, "because take-off speed would be so high that pneumatic tyres could not withstand it." Three possible ways of overcoming the difficulty were, flight refuelling; using a mother aircraft (which would launch the bomber in flight); and water-based aircraft (e.g. flying boats).

The alternative approach—flying as fast as possible at high altitudes—would give rise to many of the same problems. The first question would be how to get the necessary range. The range of a jet aircraft is partly dependent on its speed. "If we can fly fast enough we can get long range," Mr Keith-Lucas said. But at these speeds (approx. 1,800-1,900 m.p.h.) the heat barrier must be overcome. Materials must be found which can resist very high temperatures. Means must be found of cooling the crew, fuel and hydraulic fluid. Moreover, an engine has to be found which can operate at these temperatures and pressures, and which can be maintained and repaired.

times Mr Keith-Lucas, or they must be swept back about 80°, like a very narrow delta. The swept-wing can be useful for the straight wing, due to its thinness, is not, with either planform lift at take-off would be poor, so that the difficulties here would be the same as for the low-level bomber.

All of these problems make the expendable, pilotless bomber attractive. But with no crew, could it be navigated accurately enough? One possible but expensive system would be to direct the pilotless bombers from a manned aircraft combining the role of "shepherd" with that of photo-reconnaissance.

Another solution is the winged rocket. Made like a V.2 but with wings added, it could be taken up to an initial height of 15 miles by a 100-ton booster rocket, and then Mr Keith-Lucas, could achieve a range of 3,000 miles if the heating problems were overcome.

One of the difficulties with the rocket is to achieve accuracy, and the longer the range the more difficult it becomes. Many early V.2s exploded in mid-air, and this was probably due to the high skin temperatures reached on re-entering the denser atmosphere near the earth's surface. Unfortunately, the effect of adding wings is to increase the time spent in atmosphere and therefore to intensify the heating problem.

Ranges of the order of 500 miles are certainly possible and with atomic or hydrogen bomb warheads, winged rockets would be extremely formidable. Nevertheless this type of bomber is, in the lecturer's opinion, unsuitable for ranges of more than 750 miles, over longer ranges there will still be the need for more conventional types of bombers.

The Viscounts in service with Aer Lingus have been flying on the airline's routes since March this year. The company has just reported in its staff magazine on the way in which they are serving it. Aer Lingus has four Viscounts, and the magazine says of them: "A remarkable feature of the month's operations was the fact that the small fleet of Viscount aircraft just introduced into service achieved a utilisation greater than that of the much larger fleet of D.C.3s. Indeed the rate of flying of the Viscounts during the month was the equivalent of an annual utilisation of well over 2,000 hours. Viscount availability at 88 per cent was also at the same level as that of the D.C.3s."

The part played by the Viscounts in our June/July traffic boom can best be judged from the following figures. During these two months we anticipated a natural increase of about 8 per cent on our traffic. On Viscount routes we anticipated an extra bonus of 10 per cent to the 7 per cent increase in the traffic. The actual traffic figures show that on the D.C.3 routes we achieved almost exactly the 8 per cent increase, but on the Viscount routes we achieved a 18 per cent increase.

On the fourth run, it led him to a true touch-down on the strip of deck. In a fraction of a second, the twin-engine fighter was airborne again. Experiments are still going on with the aircraft's "hook" and Commander Elliott could not have made use of the carrier's arresters, even if he had wanted to. An engine specialist, Commander Elliott, said that the hook was a "mirrored" landing on experimental airfields before taking in the more than 600-miles-an-hour de Havilland 110 for a first touch-down on a carrier deck. Three times before making the first touch-down on the deck of the aircraft-carrier Albion, Commander Elliott took the big swept-wing 110 over the ship. Each time, as he came in, he picked up a blob of reflected light in the big curved mirror on the port side of the carrier. On the fourth run, it led him to a true touch-down on the strip of deck. In a fraction of a second, the twin-engine fighter was airborne again. Experiments are still going on with the aircraft's "hook" and Commander Elliott could not have made use of the carrier's arresters, even if he had wanted to. An engine specialist, Commander Elliott, said that the hook was a "mirrored" landing on experimental airfields before taking in the more than 600-miles-an-hour de Havilland 110 for a first touch-down on a carrier deck.

AMERICAN ECONOMY Improved Sales And Profits Now Expected

By John Marks

New York, Oct. 3: United States businessmen faced the fourth quarter generally confident that the bottom of the month's long business recession has now been reached and that the tempo of activity would quicken in the next three months.

With the summer doldrums a matter of the past, they looked ahead to improved sales, profits and good earnings records by the year-end.

Underlying this overall confidence has been the steady and stabilising behaviour of basic economic indicators in recent months.

For the fourth consecutive month, the Federal Reserve Board index of industrial production held steady. The drop in employment appears to have levelled off somewhat, consumer income continues strong and less erratic; new orders and retail sales are at, if not higher than last year's levels; construction continues to boom; inventory correction continues unabated and new orders for machinery have picked up. Much the same confident tone was found by the quarterly Trust Company of New York, in its monthly business review. It said: "Businessmen worry, perhaps, about whether activity is going to pick up or whether it will continue to drift sideways. But apparently they do not worry a great deal over the possibility of a near-term resumption of the earlier decline."

Another observer, *Frederick Hall*, "Dior's new flat look in female fashions has been fully matched by many business curves for 1954. Rarely have the charts looked so straight as now." Businessmen continue to keep a close watch on activity in some key industries, for clues to future prospects, notably steel and autos.

Last week, steel production reached the highest levels since early June, with indication of even improvement this week. Operations this week are estimated at 8.9 per cent of capacity, or 1,042,000 tons. This would be 5,000 tons over last week's output.

While the pickup has been disappointing to some, it was felt that the higher trend has been steady, with good prospects that as the auto industry makes headway with its changeover to new model production, new orders will help boost production schedules.

The auto industry, plagued as it has been for months with a record stock of unsold cars, is concentrating on turning out new models for 1955. At the same time, making a determined sales effort to clear accumulated stocks from warehouses and sales floors.

The industry has made some headway in September, prospects are that auto companies will enter the new model year with a better inventory position than last year. Prices are generally lower this year. Consumer spending shows no sign of abating and auto dealers are keeping up sales pressure to attract their portion of the consumer "pie."

Farm prices, which reached their low in March, 1951, showed an upward turn in August. The Department of Agriculture index (1910-1914 = 100) rose to 251 from 247 in July. The same price strength has been particularly noticeable in non-ferrous metals. This has been interpreted as presaging a pickup in steel, inasmuch as the industries which use ferro-alloys generally use steel as well.

Some of the strength is ascribed, however, to a number of special industries. Supply in the U.S. and Chile have lightened because of recent strikes, with the metal reportedly sold out for September and October. **PRICES STRONG** The light situation in non-ferrous metals is also reflected in the price of copper, which has risen to a level of 1.25 cents per lb. (100 lbs. = 100 cents) from 1.15 cents in July. The price of zinc has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of lead has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of tin has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of nickel has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of cobalt has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of molybdenum has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of vanadium has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of niobium has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of tantalum has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of tungsten has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of rhenium has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of osmium has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of iridium has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of platinum has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of gold has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of silver has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of palladium has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of rhodium has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of ruthenium has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of technetium has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of zirconium has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of niobium has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of hafnium has also risen, to 1.15 cents per lb. (100 lbs. = 115 cents) from 1.05 cents in July. The price of tantalum has also risen, to 1.15 cents per lb. 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U.S. Blow To Makers Of Viscount

26 Changes Sought

[illegible]